

No. 612,691.

Patented Oct. 18, 1898.

T. WRIGHT.
WAGON.

(Application filed Mar. 11, 1898.)

(No Model.)

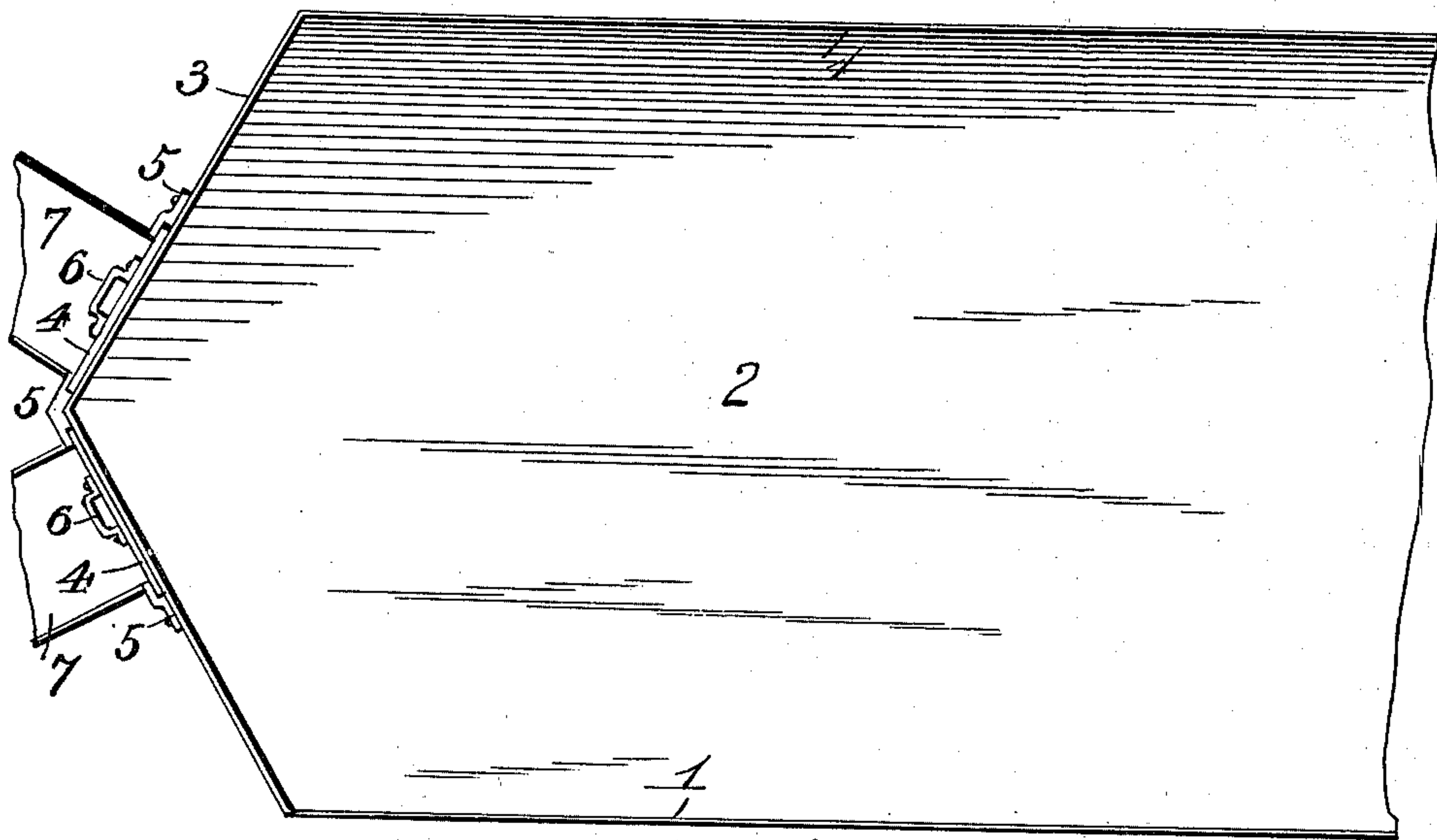


Fig. 1.

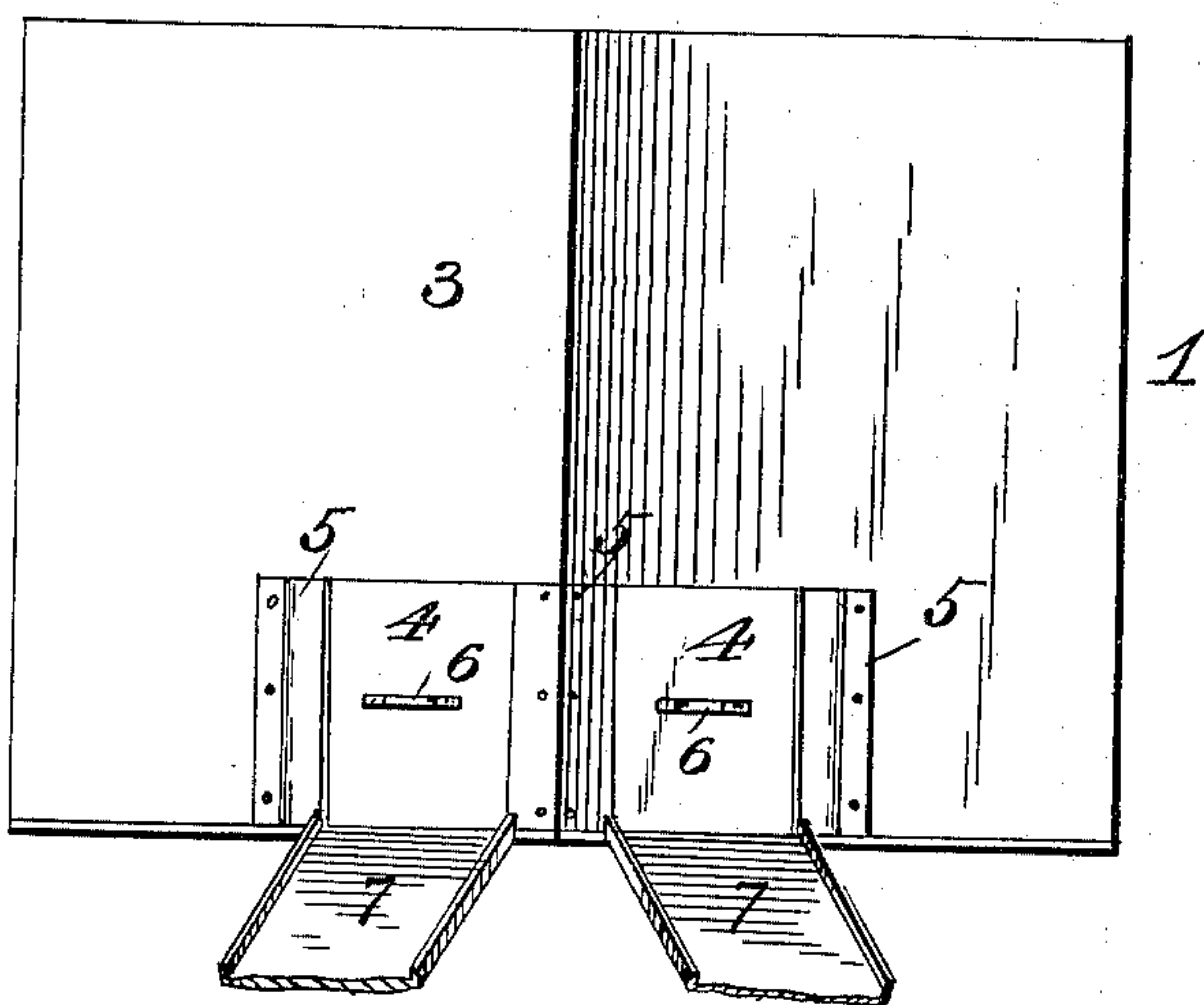


Fig. 2.

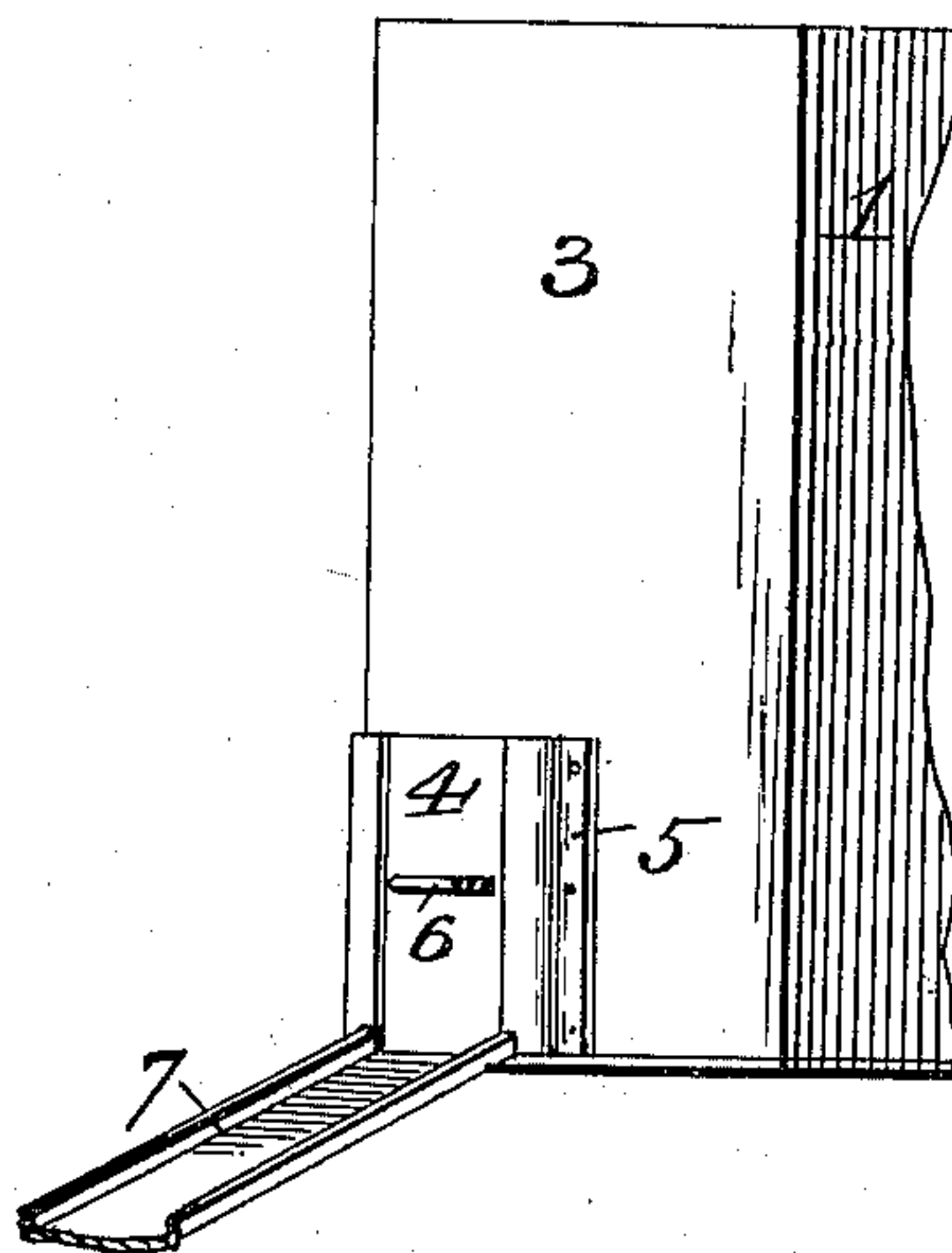


Fig. 3.

Witnesses:
Frank L. Orand.
J. L. Coombs

Inventor:
Thomas Wright
By Louis Duggan & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

THOMAS WRIGHT, OF JERSEY CITY, NEW JERSEY.

WAGON.

SPECIFICATION forming part of Letters Patent No. 612,691, dated October 18, 1898.

Application filed March 11, 1898. Serial No. 673,516. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WRIGHT, a citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented new and useful Improvements in Wagons, of which the following is a specification.

My invention relates to wagons principally designed for delivering coal, although they may be used for any other purpose found desirable.

The object of the invention is to provide the tail or rear end of the wagon with inclined and downwardly-extending chutes, so that the contents of the wagon may be delivered at either side of the same at an angle to the longitudinal plane thereof.

The invention consists of a triangular-built rear-end wagon-body provided with vertically-operating gates and the outwardly and downwardly inclined chutes connected with said end, as hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a plan view of a wagon-body provided with my improvements. Fig. 2 is a rear end view of the same. Fig. 3 is a detailed side elevation.

In the said drawings the reference-numeral 1 designates the sides of the wagon-body, 2 the bottom thereof, and 3 the tail or rear end, which is made triangular, as shown. The said angular portions are formed with opposite openings, which are closed by the vertically-movable gates 4, working in guides 5 and provided with hand-holes 6. Connected

with said openings are oppositely-extending chutes 7, which are inclined outwardly and downwardly, so as to be at an angle to the longitudinal and vertical planes of the wagon-body.

From the above it will be seen that the contents of the wagon may be delivered at an angle from either side of the same, so that it is unnecessary to back the wagon up to the place of deposit, which is inconvenient and impossible to do in narrow streets and alleys.

The angular-built rear end and inclined chutes, as well as the gates, will be made of wood or metal, so as to withstand the wear and tear to which they are subjected.

Having thus fully described my invention, what I claim is—

1. The combination with a wagon-body, of the angular rear or tail end thereof formed with discharge-openings, of the gates and the outwardly and downwardly inclined chutes, substantially as described.

2. The combination with a wagon-body, of the angular rear or tail end thereof formed with discharge-openings, the vertical guides and the vertically-movable gates provided with hand-holes, of the oppositely-extending outwardly and downwardly inclined chutes, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

THOMAS WRIGHT.

Witnesses:

D. D. McCORMICK,
JAC. C. LOWY.